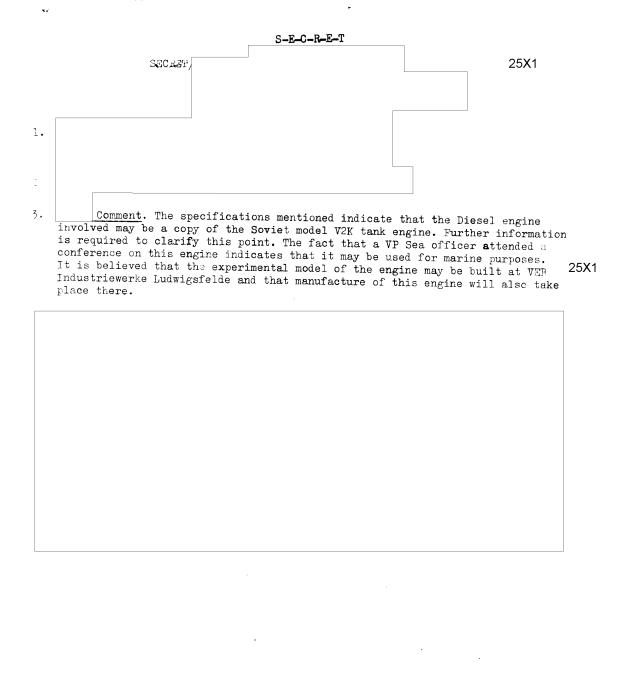


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L control one engineering work was under way on a	25
heavy Diesel engine of 500 H.P. at Forschungs- und Entwicklungswerk (Research and Development Plant) (FEW) at Chemnitz. This work was started in February 1954 and was scheduled to be completed by 1 September 1954. Two experimental engines were to be built after completion of the construction work. It appeared that the engine was to be installed in a tank.	
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2. The disassembly of the prototype Diesel engine was completed on 30 April 1954 and the disassembly of the gear unit was scheduled to be completed by 10 May 1954. On 6 May 1954, a tabulation of the component parts of the Diesel engine and its gear unit comprising 75 items was made. The materials required for these component parts were to be tested.	
3.	
it was learned that the gear unit	2
required for the experimental Diesel engine was to be furnished by VEB Getriebebau (gear plant) at Liebertwolkwitz. it was learned that preparations for the licensed construction of the 25	25)
Diesel engine concerned were made simultaneously at the VEB Konstruktions- und Entwicklungsbuero (designing and development bureau) at Rosslau, at FEW Chemnitz, (Johannisthal branch plant), and at VEB Motorreparaturwerk Pankôw (engine repair shop). Specifications for the new engine included: normal	25 X 1
rating: 500 H.P. at 1,800 r.p.m., thort duration output: 600 H.P., weight per H.P.: 1.5 kg, 12 cylinders V. It was allegedly scheduled to build 200 unit of this engine in 1955, and a sum of 5 - 6,000,000 eastmarks will be made available for this project. It is believed that VEB Industriewerk Ludwigsfelde	
is the only GDR installation suitable for the manufacture of this engine. A conference heldat VEB Motorenwerk Johannisthal on the building of the new Diesel engine was attended by employees of VEB Forschungs-klungswork Johannisthal VEB Motorenwerk Johannisthal	



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